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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-018-1(56), BRF-018-1(44) Bartow County OFFICE Preconstruction
P.I. Nos. 621255, 620832 DATE October 20, 1992

FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Robert E. Humphrey
David Studstill
Herman Griffin
Roland Hinners
Darrell Elwell
George Boulineau
Ron Colvin
Felton Rutledge

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-018-1(56), BRF-018-1(44) Bartow County OFFICE Preconstruction
P.I. Nos. 621255, 620832
DATE October 13, 1992

FROM Hoyt Lively, Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

These projects are the widening of SR 61 from near CR 533 south of Cartersville to Henderson Drive for a total of 2.61 miles in Bartow County. The posted speed and design speed is 55/45 MPH. The base year traffic (1997) is 15,400 VPD and the design year traffic (2017) is 24,600 VPD.

NH-018-1(56) - The existing roadway is 2-12' lanes with 2' to 8' shoulders and some curb and gutter. Major existing structures are: (1) a 165'x68' bridge over Pettit Creek, constructed in 1990; (2) 2-120'x23.8' bridges over the Etowah River Overflow with sufficiency ratings of 41.0 and 53.3.

The proposed project widens the roadway to 2-12' lanes in each direction with a 14' center turn lane. Ten ft. shoulders will be constructed from CR 533 to Pettit Creek Bridge where curb and gutter will begin and continue to the end of the project. The bridge over Pettit Creek will be retained and will be restriped for an 8' flush median with 6' outside shoulders. Design exceptions will be required for the 8' median and 6' shoulders on the bridge. The two Etowah River Overflow bridges will be removed. The construction of the Alltoona Dam has eliminated the need for these two bridges.

BRF-018-1(44) - The existing structure is a 643'x23.8' bridge over the Etowah River with a sufficiency rating of 6.0.

The proposed replacement structure is a 643'x82' bridge.

Traffic will be maintained on the existing roadway during construction. Environmental concerns include requiring a 404 permit; 4(f) procedures will be followed due to archaeological sites along the Etowah River Basin; an EA will be prepared; there are 7 possible UST sites; no displacements; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for these projects are:

	NH-018-1(56)		
	PROPOSED	APPROVED	PROG. DATE
Constr(Infl&E/C)	\$3,649,272	\$3,525,000	1995
Rights-of-way	\$ 871,000	\$ 300,000	
Utilities	\$ 22,400 LGPA*	0	

*Require County do utilities 12/84. City signed 12/84 for City utilities.

WayneShackelford

Page 2

October 13, 1992

NH-018-1(56), BRF-018-1(44) Bartow County

	<u>PROPOSED</u>	<u>BRF-018-1(44)</u> <u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$3,058,000	\$1,500,000	1993
Rights-of-way	-	\$ 17,000	
Utilities	LGPA*		

*Require County do utilities 12/84. City signed 12/84 for City utilities.

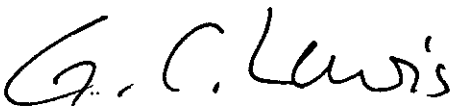
The BRF-018-1(44) project was approved 5/24/88 and is in the STIP. I recommend this revised concept be approved.

I recommend the project NH-018-1(56) be approved and reprogrammed using the new limits of CR 533 to Henderson Drive instead of Attaway Drive for a total of 2.61 miles.

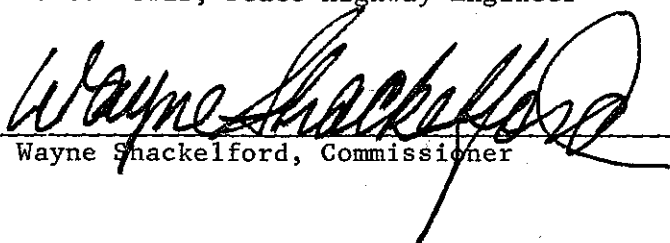
HJL/TMR/se

Attachment

CONCUR:


G. C. Lewis, State Highway Engineer

APPROVED:


Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIARECEIVED
SEP 23 1992

INTERDEPARTMENT CORRESPONDENCE

FILE NH-018-1 (56), BRF-018-1 (44) Bartow County
P.I. No. 621255, 620832
SR 61 Widening & Bridge Replacement

OFFICE Atlanta, Georgia

DATE September 23, 1992

FROM Robert E. Humphrey, Project Review Engineer *REH*

TO Hoyt J. Lively, Jr., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT - Revised

We have reviewed the attached revised Concept Report for this Major project.

We have received signed cover sheets from the following offices:

Traffic and Safety

District Engineer

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	\$5,963,000
Inflation (5% per year) x 3 yrs.	894,450
E & C (10%)	685,745
Preliminary Engineering (5%)	298,150
Right of Way	871,000
Utilities	LGPA

BDM/jmf

Attachments

c: Roland W. Hinnens

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN



PROJECT CONCEPT REPORT

NH-018-1(56)
BRF-018-1(44)
BARTOW COUNTY

FEDERAL ROUTE NO: NONE
STATE ROUTE NO: SR 61/113
GADOT P.I. NO: 621255 & 620832

Date of Report: AUG-10-1992

RECOMMENDATION FOR APPROVAL

8-17-92
DATE

Robert H. Hines
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic & Safety Engineer

DATE

State Bridge/Structural Engineer

DATE

District Engineer

INTERDEPARTMENT CORRESPONDENCE

PROJECT CONCEPT REPORT

Date of Report: AUG-10-1992

District Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Project No. NH-018-1 (56) & BRF-018-1 (14)
Bartow County
P.I. No. 621255, 620832

OFFICE Atlanta, GA

DATE September 3, 1992

FROM *[Signature]* Ron Colvin, P.E., State Traffic & Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

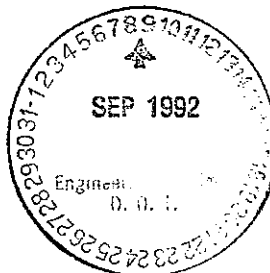
SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening of SR 61/SR 113 from CR 533 to Henderson Drive. The existing two lane roadway will be widened to a four lane section with a 14 ft. flush median. While we believe this concept will improve safety and operational capacity along this section of roadway, we would recommend placing the priority on the shoulder width for the striping of the 68 ft. bridge by providing for 8 ft. shoulders across the bridge. With this we find this report satisfactory for approval.

RC:CKE:sm

Attachment (signature page)

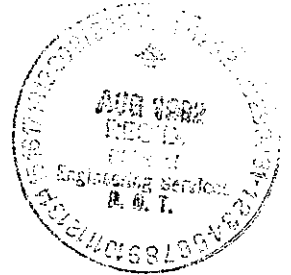
cc: Roland Hinners
Felton Rutledge



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

NH-018-1(56)
BRF-018-1(44)
BARTOW COUNTY



FEDERAL ROUTE NO: NONE
STATE ROUTE NO: SR 61/113
GADOT P.I. NO: 621255 & 620832

Date of Report: AUG-10-1992

RECOMMENDATION FOR APPROVAL

8-17-92
DATE

Robert H. Harris
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic & Safety Engineer

8-20-92
DATE

John D. Butler
District Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-018-1(56) BARTOW COUNTY
BRF-018-1(44) BARTOW COUNTY
P.I. NO. 621255 & 620832

OFFICE Cartersville

DATE August 20, 1992

FROM Felton D. Rutledge, District Engineer

TO Robert Humphrey, Project Review Engineer

SUBJECT CONCEPT REPORT APPROVAL

Attached is the approval sheet and a comment for the Concept Report on the above file projects for your further handling.

If we may be of further assistance, please advise.

William H. McVey/dj
William H. McVey
Preconstruction Engineer
District Six

FDR:WHM:djd

Attachment



PROJECT LOCATION & DESCRIPTION

THE PROJECT BEGINS ON S.R. 61 AT A POINT NEAR CR 533 SOUTH OF CARTERSVILLE AND CONTINUES NORTHEASTERLY TO HENDERSON DRIVE. S.R. 61 IS PROPOSED TO BE WIDENED FROM A TWO LANE FACILITY TO A FOUR LANE FACILITY WITH A 14-FT WIDE TWO-WAY LEFT TURN LANE, EXCEPT FOR TWO BRIDGE LOCATIONS (ONE EXISTING), WHERE NARROW MEDIANS ARE PROPOSED. THE FULL 5-LANE SECTION IS PROPOSED TO BE BUILT TO HENDERSON DRIVE, THE OUTSIDE LANE TRAVELING EAST TOWARDS HENDERSON WILL BE TAPERED OUT WITH TRAFFIC STRIPING. AFTER HENDERSON DRIVE, THE ROADWAY TRAVELING NORTHEAST BEGINS TO TAPER FOR APPROXIMATELY 700' BACK TO THE 3-LANE EXISTING ROADWAY. THE PROJECT UTILIZES THE RURAL OPEN DITCH SECTION FROM CR 533 TO THE PETTIT CREEK BRIDGE. FROM THERE, AN URBAN CURB AND GUTTER SECTION WILL BE USED TO THE END OF THE PROJECT.

THERE ARE FOUR EXISTING BRIDGES ALONG THE PROJECT. IT IS PROPOSED TO REPLACE THE TWO OVERFLOW BRIDGES WITH A 48" PIPE CULVERT AT SITE #1 AND A 36" PIPE CULVERT AT SITE #2 (SEE COMMENTS) AND THE 643-FT LONG ETOWAH RIVER BRIDGE (BRF-018-1(44)). THE FOURTH BRIDGE IS OVER PETTIT CREEK AND IT IS PROPOSED TO RETAIN THIS 68-FT WIDE BRIDGE AND RESTRIPE, PROVIDING FOR AN 8-FT FLUSH MEDIAN WITH 6-FT WIDE SHOULDERS ON THE OUTSIDE. SOME ADDITIONAL R/W WILL BE REQUIRED ON BOTH SIDES WITH A TOTAL OF 140 FEET FOR THE OPEN DITCH SECTION AND 90 FEET FOR THE CURB AND GUTTER SECTION. A R/W AGREEMENT WITH THE RAILROAD IS NEEDED AT THE ETOWAH RIVER BRIDGE. THE SPEED DESIGN WILL REMAIN THE SAME AS THE POSTED SECTIONS OF 55 MPH AND 45 MPH.

PROJECTED DESIGN TRAFFIC

YEAR	AADT	YEAR	AADT
1997	15400	2017	24600*

*FOR SHORT SECTION IN MIDDLE OF PROJECT FROM C.S. 628 1100' TO C.S. 676. REMAINING SECTION VARIES FROM 17,700 TO 20,000.

PDP CLASSIFICATION: MAJOR/EXISTING
FUNCTIONAL CLASSIFICATION: URBAN PRINCIPAL ARTERIAL

PROJECT NEED & PURPOSE

1990 TRAFFIC RANGES BETWEEN 10,000 VPD NEAR THE ETOWAH RIVER TO 9,450 VPD NEAR HENDERSON DRIVE IN CARTERSVILLE. IT IS ESTIMATED THAT 7.5%-8.0% OF THIS TRAFFIC IS HEAVY TRUCK TRAFFIC.

THE PURPOSE OF THIS IMPROVEMENT IS TO PROVIDE ADDITIONAL CAPACITY AND INCREASE THE SAFETY OF THE ROADWAY THAT SERVES TRAFFIC THROUGH AND INTO THE CARTERSVILLE CBD.

NOTE: SEE ATTACHMENT.

EXISTING ROADWAY

TYPICAL SECTION: TWO 12-FOOT LANES, ASPHALTIC CONCRETE PAVEMENT, WITH GRASSED SHOULDERS AND OPEN DITCHES.

EXISTING RIGHT OF WAY WIDTH: APPROX. 80 FT FOR THE FIRST 1.6 MILES AND 60 FT FOR THE REMAINDER OF THE PROJ.

POSTED SPEED
55/45 MPH

MAX DEGREE OF CURVE
5-30 DEG.

MAX GRADE
6.2%

MAJOR STRUCTURE: 1) 165' X 68' RECENTLY CONSTR'D 1990 BRIDGE
O/PETTIT CREEK
2) 643' X 23.8' BRIDGE OVER ETOWAH RIVER,
SUFF. RATING: 6.0
3) TWO OVERFLOW BRIDGES 120' X 23.8', SUFF.
RATING: 41.0 & 53.3; WAS PROGRAMMED AS
REPLACEMENTS, CONDITION SURVEY REQUESTED
FOR BOTH OVERFLOW BRIDGES IN JANUARY 1992.

PROPOSED ROADWAY

TYPICAL SECTIONS: 1) RURAL 4-LANE WITH A 14-FT WIDE MEDIAN TWO-WAY
LEFT TURN LANE WITH OPEN DITCH SECTION.

2) URBAN 4-LANE WITH 14-FT WIDE MEDIAN AND CURB
AND GUTTER .

DESIGN SPEED
55/45 MPH

MAX DEGREE OF CURVE;
ALLOWABLE: 5 DEG.
PROPOSED: 5 DEG.

MAX GRADE;
ALLOWABLE: 5.5%
PROPOSED: 5.5%

MAJOR STRUCTURES: RETAIN BRIDGE OVER PETTIT CREEK 165' X 68'
REPLACE BRIDGE OVER ETOWAH RIVER 643' X 72'

PROP. RIGHT OF WAY WIDTH: 140 FT FOR 14-FT FLUSH MEDIAN W/OPEN DITCH SECT.
90 FT FOR 14-FT MED WITH CURB AND GUTTER

DISPLACEMENTS: NONE

TYPE OF ACCESS CONTROL: BY DRIVEWAY PERMIT

COORDINATION

CONCEPT TEAM MEETING DATE: AUGUST 22, 1991

FIELD PLAN REVIEW: TO BE HELD

PERMITS REQUIRED: 404

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING TO BE HELD

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECT IN THE AREA: STP-179-1(10) S.R.113/SR61 (TIES ON SOUTH END
OF PROJECT NH-018(51) 1 1/2 MILES OF OUR NORTH
TERMINI

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: WIDEN UNDER TRAFFIC, STAGE
CONSTRUCTION WILL BE REQUIRED.

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT. KNOWN
ARCHAEOLOGICAL SITES ALONG THE
ETOWAH RIVER BASIN WILL REQUIRE
THAT 4F PROCEDURES BE FOLLOWED.

DESIGN VARIATIONS REQUIRED: DESIGN EXCEPTION IS REQUIRED FOR BOTH
THE 4-FT NARROW MEDIAN ON ETOWAH RIVER
BRIDGE AND THE 8-FT NARROW MEDIANS AND
6-FT SHOULDERS FOR THE PETTIT CREEK
BRIDGE.

UNDERGROUND STORAGE TANKS: 7 POSSIBLE SITES

HAZARDOUS WASTE SITES: NO KNOWN LOCATIONS

ALTERNATIVES CONSIDERED

- 1) "NO BUILD"
- 2) THIS PROJECT TRANSITIONS TO A 14' FLUSH MEDIAN BEGINNING AT
THE FIRST CURVE TO THE EAST OF SR 61 INTERSECTION. A MINOR
GRADE CHANGE JUST NORTH OF THE SR 113 INTERSECTION IS PROPOSED
TO ALLOW CONSTRUCTION TO MISS AN EXISTING CEMETERY LEFT OF SR 61.
AS THE PROJECT APPROACHES THE ETOWAH RIVER BRIDGE, THE ALIGNMENT
SHIFTS TO THE RIGHT 14' ACROSS THE RIVER BRIDGE THEN TRANSITIONS
BACK TO A SYMMETRICAL SECTION AND REMAINS SYMMETRICAL TO OLD MILL
ROAD TO THE MAIN ENTRANCE OF THE LARGE INDUSTRIAL PLANT LEFT OF
SR 61 ACROSS FROM HENDERSON DRIVE, WHERE THE 5-LANE ENDS. THIS
PROJECT TRANSITIONS TO EXISTING 3-LANE 700' NORTH OF HENDERSON
DRIVE.
- 3) PETTIT CREEK BRIDGE IS PROPOSED TO BE UTILIZED CONSIDERING THE
CONFLICT, WITH WATER LINES AND POSSIBLY WITH SEWER LINES OWNED
BY THE CITY OF CARTERSVILLE, AND TO RELOCATE THESE FACILITIES
WOULD BE VERY EXPENSIVE.

COMMENTS:

- 1) THE PROJECT PROPOSES TO TIE INTO ANOTHER PROPOSED PROJECT
ON THE SOUTH END, NH-179-1(10) ON S.R. 113 AND TRANSITIONS
TO A 14'-FLUSH MEDIAN BEGINNING AT THE FIRST CURVE TO THE
EAST OF S.R. 61 INTERSECTION.

NH-018-1(56) BARTOW COUNTY
BRF-018-1(44)

- 2) APPROXIMATELY 1 1/2 MILES NORTH OF OUR NORTH TERMINI (AT HENDERSON MILL ROAD) PROJECT NH-018(51), BARTOW, SR61 BEGINS FROM WHERE SR61 SPLITS FROM SR113 AND GOES NORTH TO SR61/SR20 INTERSECTION. (SEE ATTACHED SKETCH MAP.) THIS PROJECT IS CURRENTLY ON HOLD BECAUSE OF OPPOSITION AT PUBLIC HEARING.
- 3) GRADE RECONSTRUCTION IS PROPOSED TO ALLOW CONSTRUCTION TO MISS AN EXISTING CEMETERY AND TO COMPLY WITH AIRPORT/ HIGHWAY CLEARANCE NEAR THE BEGINNING OF THE PROJECT.
- 4) THE FULL WIDTH ROADWAY AND MEDIAN SECTION WILL BE CARRIED ACROSS THE TWO OVERFLOW BRIDGES. IT NARROWS TO A 4-FT WIDE FLUSH MEDIAN ACROSS THE ETOWAH RIVER BRIDGE, FHWA HAS EXPRESSED DESIRE TO BUILD A 14-FT MEDIAN. THE PETTIT CREEK BRIDGE WILL BE RETAINED AND RESTRIPEd PROVIDING FOR AN 8-FT FLUSH MEDIAN, AND 6-FT WIDE OUTSIDE SHOULDERS. FHWA ALSO SUGGESTED A RAISED MEDIAN SECTION FROM EUHARLEE ROAD PAST BURNT HICKORY ROAD JUST PAST SHAW INDUSTRIES.
- 5) THE RELOCATION OF BURNT HICKORY AND/OR RELOCATION OF WALNUT GROVE TO LINE THESE TWO INTERSECTIONS ACROSS FROM EACH OTHER WAS STUDIED. THIS WOULD INVOLVE A COSTLY BRIDGE ACROSS PETTIT CREEK, AS WELL AS APPROXIMATELY 800 FEET OF RELOCATION OF WALNUT GROVE. IN ADDITION, WALNUT GROVE TO OLD MILL ROAD, (APPROXIMATELY 1200 FEET) IS SUB-STANDARD AND WOULD REQUIRE WIDENING AND POSSIBLE RECONSTRUCTION TO SERVE AS A VIABLE CONNECTION TO OLD MILL ROAD.
- 6) RELOCATION OF BURNT HICKORY ROAD TO LINE UP WITH OLD MILL ROAD WOULD BETTER SERVE THE TRANSPORTATION NEEDS IN THIS AREA. CARTERSVILLE ELEMENTARY AND MIDDLE SCHOOL ARE LOCATED 7 MILES OFF SR 61 ON OLD MILL ROAD. THERE ARE ALSO LONG-RANGE PLANS (NOT YET IN THE FIVE-YEAR CONSTRUCTION WORK PROGRAM) TO REROUTE SR 293 ONTO BURNT HICKORY ROAD. THIS REROUTING ALSO INCLUDES WIDENING 5.2 MILES OF BURNT HICKORY ROAD FROM TWO LANES TO FOUR LANES BETWEEN STATE ROUTE 61 AND CASSVILLE ROAD (SEE ATTACHED CITY MAP). IN ORDER TO LINE UP BURNT HICKORY ROAD WITH OLD MILL ROAD, IT WOULD REQUIRE THAT APPROXIMATELY A 1/4 MILE OF BURNT HICKORY ROAD BE RELOCATED. THIS WOULD ALSO INVOLVE A NEW BRIDGE OVER PETTIT CREEK AND AN ADDITIONAL RAILROAD CROSSING NEAR SR61.
- 7) THE PROJECT'S NORTH TERMINI WAS ORIGINALLY AT ATTAWAY DRIVE, APPROXIMATELY 0.4 MILE NORTH. HENDERSON DRIVE WAS SELECTED AS A BETTER LOGICAL TERMINI FOR THIS PROJECT, INSTEAD OF ATTAWAY DRIVE, BECAUSE HENDERSON GOES SOUTH AND CONNECTS TO OLD MILL ROAD NEAR CARTERSVILLE ELEMENTARY AND MIDDLE SCHOOL. IT MAY NEVER BE POSSIBLE TO WIDEN SR 61 NORTH OF ATTAWAY BECAUSE OF THE EXISTING HISTORIC DOWNTOWN NEIGHBORHOOD. THERE HAVE ALREADY BEEN SEVERAL LETTERS SENT TO THE GOVERNOR AND WAYNE SHACKELFORD VOICING OPPOSITION TO THE WIDENING OF SR 61/WEST AVENUE IN THIS HISTORIC AREA. (SEE ATTACHED CITY MAP.) DISTRICT WANTS TO CARRY ONLY ONE LANE SOUTHBOUND FROM HENDERSON TO OLD MILL ROAD TO MINIMIZE R/W COST IN FRONT OF SHAW INDUSTRIES. HOWEVER, CONCEPT DRAWINGS HAVE BEEN REVISED TO SHOW HOLDING EXISTING PAVEMENT EDGE ON WEST SIDE ANOTHER 300 FT SOUTH TO WITHIN 1030 FT NORTH OF OLD MILL ROAD.

- 8) THERE IS CURRENTLY A PROPOSAL FOR A NEW ROAD (CURRENTLY CALLED THE WEST BYPASS) FOR A NEW SCHOOL, THAT WOULD TIE INTO OLD MILL ROAD BETWEEN SR61 AND HENDERSON DRIVE. (SEE ATTACHED SKETCH MAP.)
- 9) DISTRICT 6 HAD ORIGINALLY PROPOSED IN THEIR CONCEPT REPORT FOR BHF-018-1(41), ELIMINATING OF THE TWO OVERFLOW BRIDGES AND REPLACING THEM WITH A 48" PIPE CULVERT AT SITE #1 AND A 36" PIPE CULVERT AT SITE #2 (SEE ATTACHED SKETCH MAP OF CONCEPT REPORT.) THE ALLATOONA DAM HAS BEEN BUILT APPROXIMATELY 5 MILES UPSTREAM ON THE ETOWAH SINCE THE TWO OVERFLOW BRIDGES WERE ORIGINALLY BUILT, THUS ELIMINATING THE NEED FOR THESE TWO BRIDGES. THERE IS ONLY APPROXIMATELY 59 ACRES OF DRAINAGE AREA DRAINING ACROSS AT SITE #1 AND APPROXIMATELY 30 ACRES DRAINING ACROSS AT SITE #2.

ATTACHMENTS: MINUTES OF CONCEPT TEAM MEETING, TYPICAL SECTIONS, UTILITY COST ESTIMATE, R/W COST ESTIMATE, CONSTRUCTION WORK PROGRAM DOCUMENT, NEED AND PURPOSE AND A CITY MAP.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-018-1(56)
BRF-018-1(44)

COUNTY: BARTOW

DATE: DEC-19-91

ESTIMATED LETTING DATE: PRE-PROG

PREPARED BY: S HARLOW

PROJECT LENGTH (MILE): 2.61

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COST

A. RIGHT-OF-WAY:

1. PROPERTY (land & easement)	\$	NH-018-1(56) 546,000.
2. DISPLACEMENTS:	\$	0
3. OTHER COST (adm./court cost factor=45% inflation factor=10%)	\$	325,300.
SUBTOTAL:	\$	871,000.

B. NONREIMBURSEABLE UTILITIES:

(GA PWR, SOUTH. BELL, ATLANTA GAS LIGHT, CITY
CARTERSVILLE (SEWER) TOTAL= \$984,620.50) \$ *LGPA

C. REIMBURSEABLE UTILITIES:

1. PRESTIGE CATV	\$	22,400.
SUBTOTAL:	\$	22,400.

*LGPA ANTICIPATED

D. CONSTRUCTION:

1. MAJOR STRUCTURES:

a. RETAINING WALLS	\$	0
b. BRIDGES (BRF-018-1(44) 643' X ⁸⁰ 72' @ \$40.00/SF	\$	^{2400,000} 1,851,840.
c. DETOUR BRIDGES	\$	
d. BR CULVERT	\$	
BRF-018-1(44)	\$	1,851,840.
SUBTOTAL:	\$	1,851,840.

2. GRADING AND DRAINAGE:

a. EARTHWORK (366,283 CY X \$2.10/CY) \$ NH-018-1(56)
769,200.

b. DRAINAGE:

1) Cross Drain Pipe (exc.box culverts) \$ 36,000.

2) Curb and Gutter \$ 69,800.

3) Longitudinal System (incl. catch basins) \$ 54,100.

SUBTOTAL: \$ 929,100.

3. BASE AND PAVING:

a. AGGR BASE (50,223.79T X \$10.813/T) \$ 474,800. 543,000

b. ASPHALT PAVING:

asph. conc. E 9,661.0T x \$34.344/T \$ 331,800.

asph. conc. B 6,721.0T x \$26.844/T \$ 180,400.

asph. conc. Base 13,511.0T x \$27.582/T \$ 372,700.

asph. conc. LEV 2,343.0T x \$30.110/T \$ 70,600.

bit. tack coat 5,771.0SY x \$00.780/G \$ 4,500.

c. OTHER \$ 0

SUBTOTAL: \$ 1,434,800. 1,503,000

4. LUMP ITEMS:

a. TRAFFIC CONTROL \$ 125,000.

b. CLEARING AND GRUBBING \$ 142,700.

c. PERMANENT EROSION CONTROL \$ 14,800.

d. TEMPORARY EROSION CONTROL \$ 27,200.

e. DETOURS \$ 0

SUBTOTAL: \$ 309,700.

5. MISCELLANEOUS:

a. LIGHTING \$ 0

b. SIGNING - STRIPING - SIGNAL \$ 48,300.

c. GUARDRAIL \$ 50,200.

d. OTHERS \$ 44,500.

(DWAY PAV, CONC VG, TEMP BARRIER, RW MK
UDPIPE)

SUBTOTAL: \$ 143,000.

6. SPECIAL FEATURES SUBTOTAL: \$ 0

NH-018-1(56) BARTOW COUNTY
BRF-018-1(44)

PAGE 9
P.I. NO.: 621255 & 620832

ESTIMATE SUMMARY

	NH-018-1(56)	
A. RIGHT-OF-WAY	\$ 871,000.	
B. NONREIMBURSABLE UTILITIES.....	\$ LGPA	
C. REIMBURSABLE UTILITIES.....	\$ 22,400.	
D. CONSTRUCTION		
	NH-018-1(56)	BRIDGES
1. MAJOR STRUCTURES	\$	2,400,000
BRF-018-1(44)	\$	1,851,840.
2. GRADING AND DRAINAGE	\$ 929,100.	
3. BASE AND PAVING	\$ 1,434,800.	1,503,000
4. LUMP ITEMS	\$ 309,700.	
5. MISCELLANEOUS	\$ 143,000.	
6. SPECIAL FEATURES	\$ 0	
SUBTOTAL CONSTRUCTION COST	\$ 2,816,600.	2,884,800
BRF-018-1(44)	\$	1,851,840.
E. & C. (10%)	\$ 281,660.	
BRF-018-1(44)	\$	185,184.
INFLATION (5% PER 3 YEARS)	\$ 464,739.	
BRF-018-1(44)	\$	305,554.
TOTAL CONSTRUCTION COST	\$ 3,562,999.	
BRF-018-1(44)	\$	2,342,578.
GRAND TOTAL CONSTRUCTION COST.	\$ 6,000,000.	
GRAND TOTAL PROJECT COST	\$ 7,000,000.	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-018-1(56) Bartow County
P.I. No. 621255

OFFICE Atlanta

DATE October 16, 1961

FROM *Roland Hinners*
Roland Hinners, P.E., State Road & Airport Design Engineer *RH*

TO DISTRIBUTION BELOW

SUBJECT Minutes of Concept Team Meeting

The concept team meeting was held August 22nd, in the Road Design Conference Room. Individuals present were: Jim Kennerly, Steve Yost, Tom Queen, Robert Sammons, Bill McVey, Lori Kennedy, Debbie Chambers, Terri Tuberville, Ronald Belcher, Del Clippard, Ray Metts, Mike Reynolds, Sandra Washington, and Representative Boyd Pettit.

Project Description: The project was described from a point near CR 533 on SR 113 south of Cartersville northeasterly along SR 113/SR 61 to Attaway Drive. The proposed typical section consist of 4-lanes with a 14-ft. wide two-way left turn lane, except for two bridge locations where narrow median widths are proposed. The project utilizes the rural open ditch section from CR 533 to the Pettit Creek Bridge. From there, an urban curb and gutter section will be used to the end of the project.

The project begins tying into another proposed project, FR-179-1(10) on SR 113. This project is 4-lane 44' median with widening on the north side. Our project transitions to a 14' flush median beginning at the first curve to the east of the SR 61 Intersection. Minor grade change just north of the SR 113 intersection is proposed to allow construction to miss an existing cemetery left of SR 61. As the project approaches the Etowah River Bridge, the alignment shifts to the right 14 feet across the river bridge then transitions back to a symmetrical section and remains symmetrical to Old Mill Road to the main entrance of the large industrial plant left of SR 61. The alignment then shifts back symmetrical from the plant entrance to Plymouth Road, then shifts to the right through the beginning of the curve and shifts to the left of the end of the curve at Attaway Drive.

There are four existing bridges along the project. It is proposed to replace the two over flow bridges and the 643 ft. long Etowah River Bridge. The full width roadway and median section will be carried across the two over flow bridges, but the 14-ft. wide median is proposed to narrow down to a 4-ft. wide flush median across the new river bridge. The fourth bridge is over Pettit Creek and was recently constructed. It is proposed to retain this 68-ft. wide bridge and restripe providing for an 8-ft. flush median with 6-ft. wide shoulders on the outside. A design exception is required for both 4-ft. and 8-ft. narrow medians and 6-ft. shoulders. Some additional R/W will be required on both sides of the existing roadway with a total width of 140 feet for the open ditch

~~August 30, 1990~~

section and 90 feet for the curb and gutter section. A R/W agreement with the railroad is needed at the Etowah River Bridge. The speed design will remain the same as the existing sections of 55 mph and 45 mph.

General Discussion: It was noted that project FR-179-1(10) will connect to this project near the intersection of SR 113 and SR 61. Accident history was discussed. It was pointed out that many accidents had occurred at the intersection of Burnt Hickory Road. Traffic was stated to be heavy during the AM hours from Burnt Hickory Road to Walnut Grove Road because of housing and new development in the areas.

State Representative Boyd Pettit asked for a few moments to view the display. He wanted to confirm there would be a 14-foot flush median for the industrialized area going into Burnt Hickory Road. One potential historic site near the end of the project was discussed. Known archaeological sites along the project may require that 4f procedures be followed.

Mr. Belcher stated any bridge widening at Pettit Creek would conflict with water lines and possibly with sewer lines owned by the City of Cartersville; and to relocate these facilities would be very expensive.

Jim Kennerly emphasized Burnt Hickory will be addressed by the designers and possibly a relocation of that section which includes Burnt Hickory Road, Walnut Grove, Seville Dallas Roads and Old Mill Road.

Lori Kennedy from FHWA commented that the Etowah River Bridge needs to be addressed separately concerning the bridge median being 4 ft. in width. She recommended widening Pettit Creek Bridge to accommodate a full width section. Mike Reynolds asked if she might consider granting a design exception for utilizing the existing bridge with a 8 ft. flush median and 6 ft. shoulders. She stated that might be acceptable.

Since the meeting, she has discussed these bridges with her boss, John Humeston. They want us to provide a 14 ft. flush median for the 643 foot long Etowah River Bridge. She indicated that a 8 ft. flush median with 6 foot shoulders is acceptable to utilize the existing 68 foot wide bridge over Pettit Creek. They also want us to provide a raised median section from Euharlee Road past Burnt Hickory Road, and Old Mill Road just past Shaw Industries.

Bascombe Hughes of Location stated, they are ready to map as soon as we get concept approval.

Mr. Reynolds discussed the bad grades at the beginning of the project and the close proximity to the Cartersville Airport.

Approximately seven underground storage tank sites were noted along the project.

Page 3
August 30, 1991

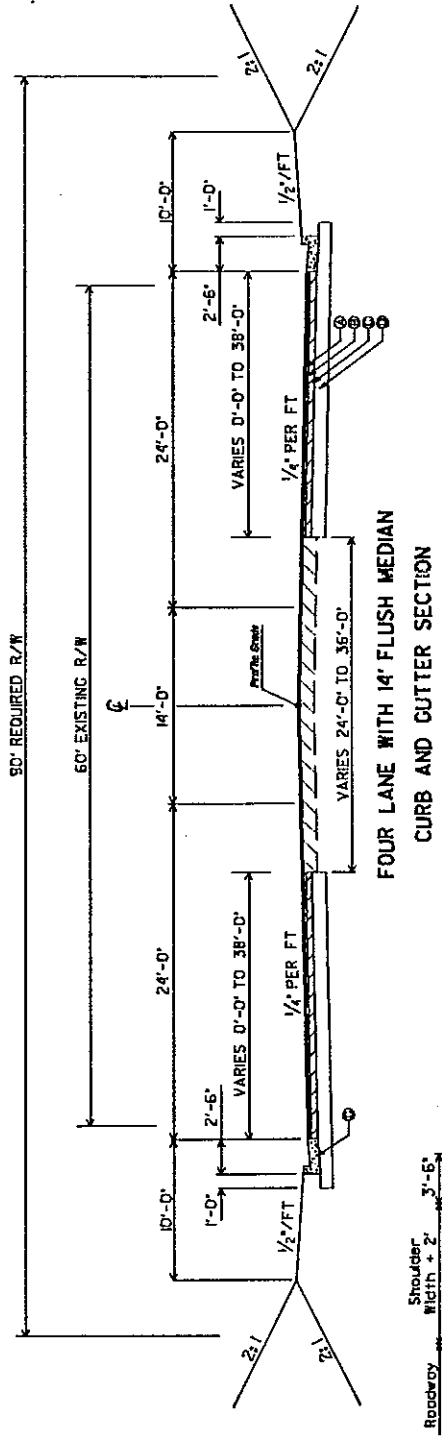
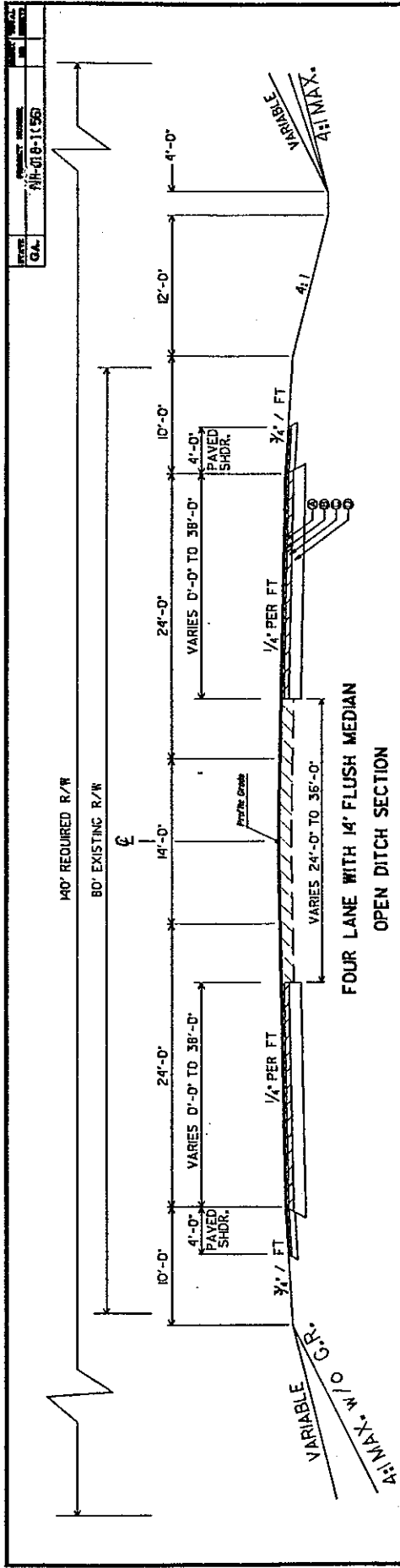
Required Project Data Status:

mailed 12-06-91
A R/W cost estimate is requested. A utility cost estimate is requested. Environmental work will address archaeological sites and one potential historical site. Accident history has been received from Traffic and Safety. The project will be scheduled after concept approval. The Planning Office is requested to provide a "need and purpose statement." The Office of Environmental/Location is requested to provide mapping, determine the existence of wetlands and other information as stated above after the project is scheduled. A 404 permit is required for the 4 bridge sites. Design Office shall request airport/highway clearance, in accordance with FHPM 61-1-2.

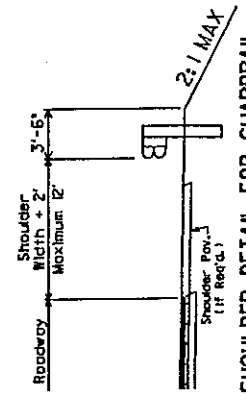
RH:MGR:bc

DISTRIBUTION

John Lively
Herman Griffin/Frank Golder
Kirby Hamil/Steve Yost
Ron Colvin/De'l Clippard
Don Welch/Robert Sammons, w/plan
Robert Humphrey
Dudley Ellis
Larry Seabrook
Bob Bowling
Wayne Hutto
David Studstill/Bascombe Hughes
Tom Queen, w/plans
Felton Rutledge/Bill McVey/David Black, w/plans
Lori Kennedy
Ronald Belcher
Debbie Chambers
Terri Tuberville
Representative Boyd Pettit



- REQUIRED PAVEMENT
- ① ASPHALTIC CONCRETE 7 1/2" 1/2"
 - ② ASPHALTIC CONCRETE 7 1/2" 2"
 - ③ ASPHALTIC CONCRETE BASE 3"
 - ④ ASPHALTIC CONCRETE BASE 4" OR
 - ⑤ PRE-MIXED SOL. CONC. SUBBASE 8"
 - ⑥ ON GRADED ADEQUATE BASE 8"
 - ⑦ ASPHALTIC CONCRETE LEV. AS REQ'D
 - ⑧ CONCRETE CURB & GUTTER, 12" HIGH, 12" WIDE, 12" DEEP, 12" TYPE 2
 - ⑨ 12" CONC. CURB & GUTTER, 12" HIGH, 12" WIDE, 12" DEEP, 12" TYPE 2
- THE TOP TWELVE (2) INCHES OF THE SUB-
GRADE SHALL BE CLASS 100 L



TYPICAL SECTIONS
S.R. 61 BARTOW CO.
NH-018-1566

PRELIMINARY UTILITY COST ESTIMATE

FR-018-1 (56) Bartow

From CR 533 To Attaway Drive

P.I. Number 621255

GEORGIA POWER

38 WOOD POLES WITH 3 PHASE POWER
7 WOOD POLES WITH 3 PHASE POWER
46KV TRANSMISSION LINE (NO CONFLICT)

\$2,000.00 EACH

LOCAL GOVERNMENT

NON REIMBURSABLE REIMBURSABLE
NON-REIMBURSABLE
NON-REIMBURSABLE
NON-REIMBURSABLE

CITY OF CARTERSVILLE
POWER)
18 WOOD POLES WITH 3 PHASE POWER
25 WOOD POLES WITH 3 PHASE POWER

\$2,000.00 EACH
\$2,000.00 EACH

\$ 36,000.00
\$ 50,000.00

SOUTHERN BELL

11 WOOD POLES
6 WOOD POLES

\$ 497.00 EACH

NON-REIMBURSABLE
NON-REIMBURSABLE

CITY OF
CARTERSVILLE

6" HP STEEL GAS MAIN 12,950'
@ \$28.71 PER FOOT

\$ 371,794.50

4" HP STEEL GAS MAIN 2,150'
@ \$20.64 PER FOOT

\$ 44,376.00

ATLANTA GAS
LIGHT

4" STEEL GAS MAIN 1,400'
@ \$20.64 PER FOOT
2" PLASTIC GAS MAIN 3,300'
@ \$8.00 PER FOOT

NON-REIMBURSABLE
NON-REIMBURSABLE

BARTOW COUNTY
WATER

6" AC WATER MAIN 1,425'
@ \$11.00 PER FOOT
6" D.I. WATER MAIN 1,000'
@ \$20.00 PER FOOT
8" PVC WATER MAIN 8,250'
@ \$13.00 PER FOOT
8" D.I. WATER MAIN 600'
@ \$23.50 PER FOOT
2 FIRE HYDRANTS \$500.00 EACH

\$ 15,675.00

\$ 20,000.00
\$ 107,250.00

\$ 14,100.00

CITY OF
CARTERSVILLE
WATER)

3" GALVANIZED WATER MAIN
5,200 ' @ \$10.00 PER FOOT
8" D.I. WATER MAIN 7,550'
@ \$23.50 PER FOOT
6" D.I. WATER MAIN 2,100'
@ \$20.00 PER FOOT
3 FIRE HYDRANTS \$500.00 EACH

\$ 1,000.00

\$ 52,000.00

\$ 177,425.00

\$ 42,000.00

\$ 1,500.00

P.I. Number 621255

Page 2 of 2

Copy

DATE OF ESTIMATE: 4-10-92 BY: John Lord

TYPE ESTIMATE: Preliminary R/W Cost

PROJECT: NH-018-1(56)Bartow

P.I. 621255

EXISTING R/W 80' REQUIRED R/W Varying

ESTIMATED NUMBER OF PARCELS: 50+

PROJECT TERMINI: S.R. 61 from a point near C.R. 533 N.E.ly

PROJECT DESCRIPTION: _____

TYPE OF LAND USE: Agricultural/Commercial/Industrial VALUE APPLIED S.F. BASIS: \$ 0.90.

_____	_____
_____	_____
_____	_____
_____	_____

TOTAL LAND COST: \$ 531,000.00

IMPROVEMENTS IMPACTED AND COST: (IF APPLICABLE) \$ 15,000.00

Signs & Fencing

RELOCATION COST: (IF APPLICABLE) N/A

CONSEQUENTIAL DAMAGES: (IF APPLICABLE) N/A

NET COST	\$	<u>546,000.00</u>
ADM./COURT COST FACTOR	<u>45</u> %	<u>246,000.00</u>
INFLATION FACTOR	<u>10</u> %	<u>79,000.00</u>
TOTAL COST	\$	<u>871,000.00</u>

recd. 4-12-9.
m&c

MONTH March, 1990

REQUEST

FOR

Road Design

PRE-PROGRAMMING AUTHORIZATION

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Bartow	FR-018-1(56) 621255	Widen & Reconstruct	S.R. 61/Cartersville: from C.R. 533-north to Attaway Drive. Length = 3.10 Miles
Fund 1 = 010 Fund 2 = MLP			

PRELIMINARY COST ESTIMATE \$1,000's)	-PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
ROW \$300	1994	D.O.T.		
CONST. \$3,525	1995		7	6

NEEDS RATING:
SUFFICIENCY RATING:

COMMENTS:

It is proposed to add this project to the Construction Work Program upon approval of the Project Concept Report.

This project was reviewed and recommended by the S.H.I.P. Committee.

RECOMMENDED *Henry Jones*
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

ROVED *[Signature]*
COMMISSIONER

NEED AND PURPOSE STATEMENT

STATE ROUTE 61/113 (WEST AVENUE)

FR-018-1(56)

BARTOW COUNTY

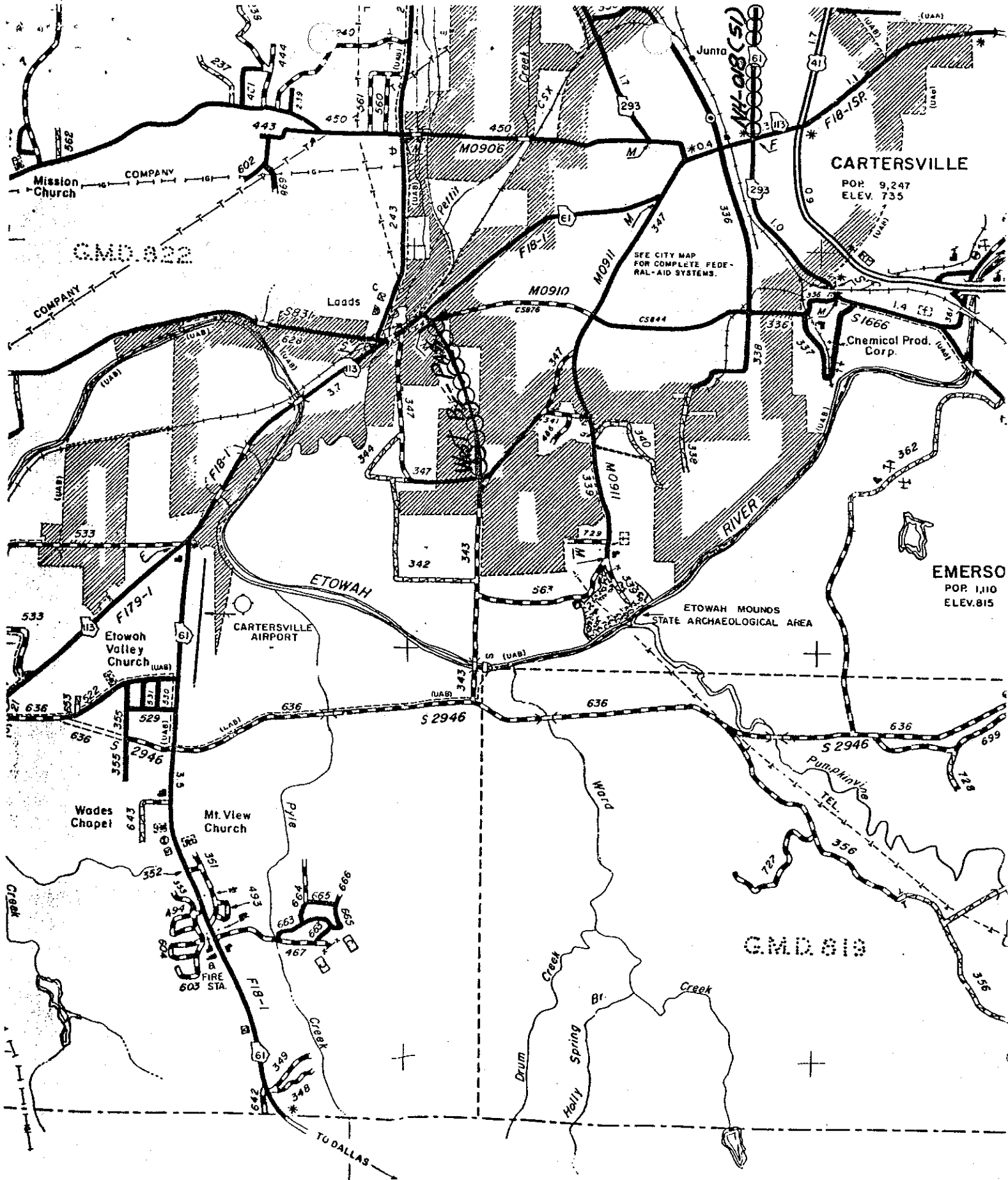
Project FR-018-1(56) on State Route 61/113 (West Avenue) is located southwest of Cartersville between the junction of where State Route 61 (Old Rockmart Hwy) and State Route 113 (Dallas Hwy) converge and Attaway Drive (CR 832); 3.1 miles. This project involves widening West Avenue from two lanes to four lanes along the section where State Route 61 and State Route 113 share a common route through the Cartersville Central Business District (CBD). East of Cartersville, State Route 61 splits off and runs in a northerly direction (common with US 411) towards Chattsworth. State Route 113 ends at I-75.

State Route 61/113 between the above limits is a two lane minor arterial that serves both east to west traffic (from Rockmart and US 278 to Cartersville and I-75 via State Route 113) as well as north to south traffic (from Dallas and US 278 to Cartersville and I-75 via State Route 63). State Route 113 is the only east to west corridor through Cartersville providing access to I-75 from Polk and Paulding Counties. 1990 traffic ranges between 10,000 vpd near the Etowah River to 9,450 vpd near Attaway Drive in Cartersville. It is estimated that 7.5% - 8.0% of this traffic is heavy truck traffic.

Future traffic on West Avenue that serves both State Route 61 and State Route 113 is estimated to be 19,300 vpd by the year 2010. Due to the current traffic as well as this projected traffic on West Avenue, there is a need to widen and reconstruct this roadway to a four lane facility. The purpose of this improvement is to provide additional capacity and increase the safety of this roadway that serves traffic through and into the Cartersville CBD.

There are additional plans to widen, improve, and relocate several other portions of State Route 61 and State Route 113 in this area. Plans in the Department's current five year Construction Work Program include the following: State Route 113 is to be relocated from its present routing through town to Old Alabama Road (CR 636) south of town and thence to I-75, 7.70 miles; State Route 113 is to be widened to four lanes with a 44' median from Taylorsville to State Route 61, 8.96 miles; and State Route 61 (Tennessee Street) in Cartersville between Gilmer Street and State Route 20 is to be paired with a parallel route and signed one way. Other plans for roads in the area that have not yet reached the Construction Work Program include: rerouting State Route 61 through Cartersville's CBD by going north on Bartow Street and then east on

Church Street to Tennessee Street (State Route 61), 2.4 miles; rerouting State Route 293 onto the new routing of State Route 113 (Old Alabama Road), onto a portion of SR 61 (West Avenue), and onto Burnt Hickory Road (this rerouting also includes widening 5.2 miles of Burnt Hickory Road from two lanes to four lanes between State Route 61 and Cassville Road-the current State Route 293 designation north of Cartersville); and widening State Route 61 from two lanes to four lanes from the Paulding County line to the intersection of State Route 113, 3.5 miles.



I I N G

C O U N T Y

Sketch Map

4.86400

435



city Map

